

PRICE \$21 PER MONTH

NEW ADVERTISEMENTS

| | | |
|------------------|-------|------------------------|
| BARNUM PUCK | | MR. FRANK D'ESSE |
| BARNUM GROOM | | MR. G. WILSON |
| GENERAL BOOM | | MR. ARTHUR RIGBY |
| PRIVATE FRITZ | | MR. ARTHUR FAWCETT |
| NEEDHAM | | MISS ELEANOR SALLINGER |
| WANDA | | MISS ELEANOR SALLINGER |
| IZA | | MISS N. SALLINGER |
| OLGA | | MISS ALICE BENNETT |
| LA GRAND DUCHESS | | MISS TILLY SARONET |

MR. HERBERT W. POWYIS WOOD,
Musical Director.

By kind permission of Colonel ANDERSON
and Officers, the Band of the Northampton
shire Regiment will play during the interval.

FRANCIS OF ADMISSION:—
Dress Circle, 5s. 6d. 6d

Military and Sailors in uniform Half Price to
back seats only.

To avoid disappointment secure your seats early.

Reserved Seats may be booked at Messrs
KELLY & WALSH, LIMITED, where a Plan of
the Hall may be seen.

Doors open at 8.30 p.m. To-commence at
9 p.m.

TUESDAY, FEBRUARY 22ND.
BENEFIT FOR
MISS TILLY SARONEY.
"LES CLOCHES DE CORNEVILLE."

THURSDAY, FEBRUARY 24th.
BENEFIT FOR
MISS LENA SAILOR.
"LA FILLE DE MADAME ANGOÛT."

SATURDAY, FEBRUARY 26th.
POSITIVELY LAST APPEARANCE OF

THE COMPANY IN HONGKONG.
Hongkong, 16th February, 1887. [5]

HONGKONG RACES. 1887.

OFFDAY, SATURDAY, 26th FEBRUARY.

THE "ROADSTER PLATE." Presented by the "HONGKONG JOCKEY CLUB."
For Ponies that have been backed in the "Cubber and the prospect of members of the Hongkong Jockey Club for at least three months prior to date of Entry, and not otherwise entered at this Meeting. Weight 11st. 7lbs. Previous Winners 7 lbs. extra.

To be ridden by Members of the "Hongkong Jockey Club," who have previously had a winning mount in Hongkong and China.

Entrances \$5 to go to Second Pony. Distance Once Round. Entries to close to the CLERK of the COURSE on or before TUESDAY, the 23rd inst.

J. GRANT,
Acting Clerk of the Course.

Hongkong, 18th February, 1887. [39]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
THURSDAY
the 10th March, 1887, at Noon,
On Board,
The British Screw Steamer "CRUSADER"
of 1,322 Tons gross and 647 Tons net
burden, with all her TRACKLES and
APPARATUS, as she lies moored in the
harbour of Hongkong.

TERMS OF SALE.—One third of the purchase
money on fall of the hammer, the remainder on
transfer. The Steamer to be at Purchasers' risk
from time of Sale.

A Steam Launch will leave Pedler's Wharf at
11.45 A.M.

For further particulars and cards to inspect
apply to

G. R. LAMBERT,
Auctioneer.

Hongkong, 15th February, 1887. [38]

FROM SAN FRANCISCO.
THE American Bark

"ANNIE JOHNSON,"
having arrived, Consignees of Cargo by this
vessel are hereby requested to send by their Bill
of Lading to the Undersigned for counter-
signature, and to take immediate delivery of their
Cargo, and to impede the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

MELCHERS & Co.
Hongkong, 17th February, 1887. [38]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NINGHSWANG, TIENTSIN,
HANKOW and PORTS on the YANGTSE).
The Company's Steamship

"PHOMFHEUS."
 Captain Webster, will be despatched as above
 TO-MORROW, the 19th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents,
 Hongkong, 15th February, 1887. [364]

NETHERLANDS-INDIA STEAM NAVI-
 GATION COMPANY, LIMITED.
 FOR SINGAPORE AND PENANG.
 THE Company's Steamship
 "COMPTA."
 Captain Lammer, will be despatched as above
 TO-MORROW, the 19th inst., at THREE P.M.
 For Freight or Passage, apply to
 JARDINE, MATTHEWSON & Co.,
 Agents,
 Hongkong, 15th February, 1887. [365]

FOR SHANGHAI
 THE Steamship

"AMOV".

Captain R. Kübler, will be despatched for the above Port **TO-MORROW**, the 14th instant, at **FOUR** o'clock.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 17th February, 1887. 1887

FOR AMOV.

THE Company's Steamship
"BANTAM".

Captain Schellen, will be despatched as above on **SUNDAY**, the 20th inst., at **DAYLIGHT**.

For Freight or Passage apply to
JARDINE, MATHESON & Co.
Agents.
Hongkong, 18th February, 1887. 1887

1887. NOW READY. 1887.
THE CHRONICLE AND DIRECTORY
 For 1887.
 With which is incorporated
THE CHINA DIRECTORY
 (Twenty-fifth Annual Issue).
 COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
 Royal 8vo., pp. 1,156. Price, \$3.00.
 SMALLER EDITION, Royal 8vo., pp. 776. Price, \$1.00.

THE CHRONICLE AND DIRECTORY
 has been thoroughly revised and brought up
 to date, and is again much increased in bulk.
 It contains DESCRIPTIVE AND STATISTICAL
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INTIMATION.
A. S. WATSON & CO. LIMITED.
 are now offering for sale at greatly reduced
 prices the remainder of their
SEASON'S STOCK
 OF
CHRISTMAS CONFECTIONERY.
 Comprising—
 CRYSTALLIZED FIGS,
 APRICOTS, GREENGAGES, &c.,
 BOXED FRUITS, FIGS,
 RAISINS, JORDON ALMONDS,
 ASSORTED FRENCH SWEETS,
 CHOCOLATES, FANCY BOXES,
 CRACKERS, &c., &c.

A. S. WATSON & CO. LIMITED.
HONGKONG DISPENSARY.
 Hongkong, 14th January, 1887. 122

NOTICE TO CORRESPONDENTS.
 Communications on Editorial matters should
 be addressed "The Editor," and those on business
 matters "The Manager," and not to individuals by name.
 Correspondents are requested to forward their names
 and address with communications addressed to the
 Editor, not for publication, but as evidence of good
 faith.

All letters for publication should be written on one
 side of the paper only.
 Advertisements and Subscriptions which are not
 ordered for a fixed period will be continued until
 countermanded.
 Orders for extra copies of the Daily Press should
 be sent before 11 a.m. on the day of publication.
 After that hour, they are supplied at a special rate.

The Daily Press.
 HONGKONG, FEBRUARY 18th, 1887.

The series of questions issued by the Land
 Commission, which we reproduced in yester-
 day's issue, raise a large number of points of
 the most vital importance to the welfare of
 the colony. The time has arrived when the
 land question must be dealt with, and on
 the manner in which it is dealt with the fu-
 ture prosperity of the place will greatly
 depend. In the first place the question of
 titles has to be considered. The greatest
 confusion at present exists in this matter,
 especially as regards lots sold in the early
 days of the colony, the exact boundaries of
 which it is now in many cases, absolutely im-
 possible to ascertain. Without entering into
 the legal technicalities of the subject, we may
 at once express our decided opinion—an
 opinion which we believe is entertained also
 in very high quarters—that a clean sweep
 should be made of all the present titles, and
 new ones, based on a new and complete survey,
 be issued. Then comes the question of the
 transfer of titles. The general opinion as
 to this will no doubt be that all antiquated
 and cumbersome legal formalities should be
 done away with and the sale and transfer of
 landed property be made as simple as the
 sale and transfer of property of any other
 description.

Questions sixty and sixty-one deal with
 the important subject of the redemption
 of Crown rents. The questions are as
 follows—
 60.—Crown rents are now being raised by
 the Government, and it is proposed to
 raise them further. It is suggested that
 the Government should consider the
 question of the redemption of Crown rents.
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The idea of the redemption of the Crown
 rents is one which we hope will be com-
 bated most strenuously. Nothing, we think,
 could be more economically false, as may
 readily be seen from the figures given in the
 sixty-first question. The present yield of
 Crown rent is about \$170,000 per annum,
 and twenty years' purchase would amount
 to \$3,400,000. A public loan can be
 floated at 4 per cent. or at most 4½ per
 cent. At the latter rate the interest on
 \$3,400,000 would amount to \$153,000. Al-
 lowing another ½ per cent. for a sinking
 fund, by which the loan would be paid off
 in fifty years, the interest would be \$170,000,
 or the same amount as the Crown rents.
 If the Crown rents be redeemed, at the
 end of fifty years the colony would be
 minus its revenue from this source without
 incurring in possession of any equivalent ad-
 vantage. What the proposal amounts to is
 really to exchange an annual revenue of
 \$170,000 in perpetuity for a saving of the
 trouble of collecting it and paying it away
 in interest for fifty years. As to the in-
 equalities in the Crown rents mentioned in
 the sixty-second question, we fail to see that
 in any way affect the principle. The buyers
 and sellers of land take the amount of the
 Crown rent into consideration in arranging
 the price, and there the matter ends. It
 causes no trouble to the Government, except
 when extensions are applied for and the
 inequality is introduced into the rest of
 one and the same building, and even in
 these cases it cannot be very much; be-
 yond the saving of this slight amount of
 trouble in the Government departments no
 public advantage would be served by es-
 tablishing equality at the expense of the re-
 venue from Crown rents.

Question 67 reads as follows:—
 67.—In future sales of Crown Lands there
 shall be no Crown rent beyond a nominal sum
 charged, or it is suggested that the rate of
 the Crown rent should be fixed at 10 per cent.
 The same principle applies here. To include
 the Crown rent in the upset price would se-
 cure a larger lump sum at the moment, but
 in the long run the colony would be the loser.
 The amount of building land in the island
 is very limited, and the time will arrive
 when the Government will practically have
 no more ground to sell. When that time
 arrives, if Crown rents are done away with
 the colony will be minus the whole of its land
 revenue, and the amount will have to be
 raised from other sources. The Crown—
 in other words, the community as a whole—
 have entirely lost its interest in the land;

which would be in the hands of a few mono-
 polists, who would be able to exact their own
 terms in the shape of rent and would bear
 no part of the burden of taxation. In a
 small place like Hongkong, where land is
 being taken up so rapidly, it is of the greatest
 possible importance that the system of dis-
 posing of the land should be the best in the
 public interest. To sell the land outright
 would be the best in the interests of capiti-
 lists who wished to buy it, but it would be
 disastrous to the interest generally of
 trade and of the community. Instead of
 sweeping away Crown rents, therefore, we
 would advocate their periodical readjustment,
 so that the colony should share with the
 landowner the advantage of the unearned
 increment. Such a system could not be ap-
 plied to land already disposed of, but with
 regard to that which still remains the Gov-
 ernment is bound to make the best bargain
 it can. The leases might contain a cove-
 nant for the readjustment of the Crown rent
 at intervals of fifty or seventy-five years
 according to a valuation of the land to be
 arrived at on equitable principles, and with a
 proviso giving liberal compensation for im-
 provements in the event of the holder being
 unwilling to pay an increased rental. Such a
 form of lease would set in no way as a check
 on the improvement of land, though it would
 have an appreciable effect in reducing the
 upset price. The present loss from this
 cause would, however, be made up many
 times over in the long run. We do not wish
 to be understood as advocating the
 "abolition of landlordism," what rights
 have already been acquired must of course
 be respected, but with regard to the Crown
 lands still undisposed of the Government is
 not only free to make the best contract it
 can, but is also bound to consider the in-
 terests of future generations as well as those
 of the present.

The questions of over-crowding, the loca-
 tion of the military and naval establishments,
 the connection of the eastern and western
 Prayas, and the construction of tramways
 are all raised in the interrogatories issued
 by the Land Commission. As to over-
 crowding, it is certain that some means
 of relief must be found, and that very
 speedily. The construction of tramways to
 Shaukiwan and Aberdeen would operate in
 this direction, and the lines would very soon
 pay interest on the capital invested. The
 removal of the naval and military establish-
 ments would afford more room in the centre
 of the town, but the cost would be enormous,
 and more than the Colony could conveniently
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 ing barracks are worth a very large sum,
 and they would be almost useless for other
 purposes. The Colony would thus lose the
 value of the present buildings and have to
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 important, however, that the Praya should
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 stacle. Could not a middle course be devised
 with regard to the removal of the establish-
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 and when the Garrison is increased will have
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 is to remove the Naval Yard to Kowloon,
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 a surrender of all exclusive rights to
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 Other useful measures to relieve the over-
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 Even with the present inconveniences of
 communication the population is flowing in
 that direction and rents are advancing in
 consequence.

The British ironclad *Andalusian*, Captain
 Harris, left yesterday for Whampoa.

The Agents (Messrs. Butterfield & Swire)
 inform us that the Ocean Steamship Company's
 steamer *Deodar* from Liverpool, left Singapore
 yesterday morning for this port.

On the 9th inst. there were six British men-
 of-war in port at Singapore, the *Corvette* *Chloe*,
Chloe, *Chloe*, *Chloe*, *Chloe*, and the *Chloe*.

The General Managers (Messrs. Jardine, Matheson
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The Straits Times learns that His Highness
 the Sultan of Johore is collecting exhibits which
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 Jubilee Exhibition to be opened at Adelaide on
 the 20th June next.

On Wednesday the body of a Chinaman was
 found in a well in Mr. Remedios' garden at Yan-
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 woman, but it is not known how she got into
 the well. An inquest will be held to-day.

The Agent informs us that the Messageries
 Maritimes steamer *Oz*, with the coals, the
 French mail, left Singapore at 7 a.m. yesterday
 morning, instead of, as previously expected, 7 p.m.
 on Wednesday, the 16th inst., for Hongkong.

It is announced that tobacco from British
 North Borneo, since the sale by tender of the first
 shipment to England, is gradually growing in
 value, and the trade, both there and in this
 island, is becoming more and more active.
 Several small vessels have been made re-
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The Criminal Sessions for the month will be
 opened this morning at 10 a.m. The time of juries
 will not be heavily taxed on this occasion, as the
 calendar contains only one case for trial which
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 cupy much time in hearing.

The formal opening of the Penang Tramway
 took place on the 2nd inst. The Hon. G. J. J. J.
 C.M.G., the Resident Commissioner, presiding
 at the ceremony. The motive power is steam,
 and the pioneer train consisted of the engine and
 two coaches and one third-class carriage. On the
 1st inst. the tramway was opened for traffic at 9
 a.m. and was well patronized. Up to ten o'clock
 tips were run without a hitch.

The Archbishop of Manila has received the
 following telegram:—Madrid, 7th February.
 From the Minister of Marine. The Archbishop
 of Manila is invited to visit the Philippines on
 the launch of the *Philippines*. The subscription
 to defray the cost of the vessel now amounts
 to \$15,175.

We hear from Canton that His Excellency the
 Viceroy has given orders for the erection of a
 new office in the city at which all business con-
 nected with the New Government is to be transacted.
 The work is to be commenced shortly. It would
 seem that the foreign business transacted by
 the Kwangtung Government is growing in im-
 portance.

Shortly before six o'clock yesterday morning
 a fire was discovered in one of the boxes of a
 theatre, from which it is separated by a lane leading
 from Queen's Road to the Praya. The flames
 spread rapidly and in a very short time the
 whole box was in flames. The fire spread
 also to the first and second floors of the adjoin-
 ing house. It was confined within these limits,
 but the house in which it originated was com-
 pletely destroyed, the front and the side of the
 house were burnt out, and the first and second
 floors were burnt out. The fire lasted
 little more than half-an-hour, and most of the
 engine had been taken off before half-past six.
 The houses were both old structures, and neither
 was insured.

A severe earthquake occurred in the province
 of Iloilo on the night of the 2nd inst. The
 first shock was felt at ten minutes past eleven,
 and it lasted from fifteen to twenty seconds.
 Old residents say they never experienced such a
 shock as before. Other slighter shocks suc-
 ceeded at intervals, no fewer than eight being
 counted up to twenty minutes past twelve, the
 last being a very perceptible one. The damage
 done was not serious. The houses of the
 Governor, on the first shock. Many persons rushed
 into the street, others took refuge in shops
 and houses, and not a few sought safety in the
 open air. The other houses on the first and second
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 from Queen's Road to the Praya. The flames
 spread rapidly and in a very short time the
 whole box was in flames. The fire spread
 also to the first and second floors of the adjoin-
 ing house. It was confined within these limits,
 but the house in which it originated was com-
 pletely destroyed, the front and the side of the
 house were burnt out, and the first and second
 floors were burnt out. The fire lasted
 little more than half-an-hour, and most of the
 engine had been taken off before half-past six.
 The houses were both old structures, and neither
 was insured.

A severe earthquake occurred in the province
 of Iloilo on the night of the 2nd inst. The
 first shock was felt at ten minutes past eleven,
 and it lasted from fifteen to twenty seconds.
 Old residents say they never experienced such a
 shock as before. Other slighter shocks suc-
 ceeded at intervals, no fewer than eight being
 counted up to twenty minutes past twelve, the
 last being a very perceptible one. The damage
 done was not serious. The houses of the
 Governor, on the first shock. Many persons rushed
 into the street, others took refuge in shops
 and houses, and not a few sought safety in the
 open air. The other houses on the first and second
 floors were burnt out. The fire lasted
 little more than half-an-hour, and most of the
 engine had been taken off before half-past six.
 The houses were both old structures, and neither
 was insured.

The questions of over-crowding, the loca-
 tion of the military and naval establishments,
 the connection of the eastern and western
 Prayas, and the construction of tramways
 are all raised in the interrogatories issued
 by the Land Commission. As to over-
 crowding, it is certain that some means
 of relief must be found, and that very
 speedily. The construction of tramways to
 Shaukiwan and Aberdeen would operate in
 this direction, and the lines would very soon
 pay interest on the capital invested. The
 removal of the naval and military establish-
 ments would afford more room in the centre
 of the town, but the cost would be enormous,
 and more than the Colony could conveniently
 bear, at present at all events. The exist-
 ing barracks are worth a very large sum,
 and they would be almost useless for other
 purposes. The Colony would thus lose the
 value of the present buildings and have to
 build others as expensive elsewhere. It is very
 important, however, that the Praya should
 be made continuous, and hitherto the Naval
 and Military Authorities have been the ob-
 stacle. Could not a middle course be devised
 with regard to the removal of the establish-
 ments which would be to the advantage of
 all parties? The Military require more room,
 and when the Garrison is increased will have
 to secure it. The course we would suggest
 is to remove the Naval Yard to Kowloon,
 and give the Military the land the present
 Naval Yard occupies, exacting in return
 a surrender of all exclusive rights to
 the shore. The Praya junction could
 then be carried out, and ready access
 would be afforded to the eastern district,
 which would then speedily develop and
 relieve the overcrowding in the western
 part of the town. A tramway would
 very soon run along the whole extent of
 the water frontage of Victoria, whether it
 extended to the villages or not. In order not
 to interfere with the carriage of goods across
 the Praya it might perhaps be advantageous
 to adopt the overhead system of rails, as in
 some of the American cities. This, however,
 is a question of detail into which it is not
 necessary to enter at present. The important
 point is to obtain the continuous
 Praya, for the narrow Queen's-road is
 much too small an artery for the traffic which
 ought to exist between east and west, and
 would exist if it were afforded facilities.
 Other useful measures to relieve the over-
 crowding may be devised, but the first and
 most important point is to render the eastern
 district readily accessible from the west.
 Even with the present inconveniences of
 communication the population is flowing in
 that direction and rents are advancing in
 consequence.

The British ironclad *Andalusian*, Captain
 Harris, left yesterday for Whampoa.

The Agents (Messrs. Butterfield & Swire)
 inform us that the Ocean Steamship Company's
 steamer *Deodar* from Liverpool, left Singapore
 yesterday morning for this port.

On the 9th inst. there were six British men-
 of-war in port at Singapore, the *Corvette* *Chloe*,
Chloe, *Chloe*, *Chloe*, *Chloe*, and the *Chloe*.

The General Managers (Messrs. Jardine, Matheson
 & Co.) inform us that the Indo-China
 steamer *Wingyong* from Calcutta, with the In-
 dian mail, left Singapore on Wednesday for this
 port.

The Straits Times learns that His Highness
 the Sultan of Johore is collecting exhibits which
 he proposes forwarding to the forthcoming
 Jubilee Exhibition to be opened at Adelaide on
 the 20th June next.

On Wednesday the body of a Chinaman was
 found in a well in Mr. Remedios' garden at Yan-
 maui. She has been recognized as an insane
 woman, but it is not known how she got into
 the well. An inquest will be held to-day.

The Agent informs us that the Messageries
 Maritimes steamer *Oz*, with the coals, the
 French mail, left Singapore at 7 a.m. yesterday
 morning, instead of, as previously expected, 7 p.m.
 on Wednesday, the 16th inst., for Hongkong.

It is announced that tobacco from British
 North Borneo, since the sale by tender of the first
 shipment to England, is gradually growing in
 value, and the trade, both there and in this
 island, is becoming more and more active.
 Several small vessels have been made re-
 cently at advanced prices.

The Archbishop of Manila has received the
 following telegram:—Madrid, 7th February.
 From the Minister of Marine. The Archbishop
 of Manila is invited to visit the Philippines on
 the launch of the *Philippines*. The subscription
 to defray the cost of the vessel now amounts
 to \$15,175.

We hear from Canton that His Excellency the
 Viceroy has given orders for the erection of a
 new office in the city at which all business con-
 nected with the New Government is to be transacted.
 The work is to be commenced shortly. It would
 seem that the foreign business transacted by
 the Kwangtung Government is growing in im-
 portance.

Shortly before six o'clock yesterday morning
 a fire was discovered in one of the boxes of a
 theatre, from which it is separated by a lane leading
 from Queen's Road to the Praya. The flames
 spread rapidly and in a very short time the
 whole box was in flames. The fire spread
 also to the first and second floors of the adjoin-

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| | \$1.35 |
| | \$1.15 |
| Norway .. | \$1.00 |
| | \$1.70 |
| ets close at | |
| June 8, 1887. | |
| July 7, 1887. | |
| Aug. 4, 1887. | |

